

8th September, 1964.  
KINGSTON-UPON-THAMES

From: R.D.A. (Defects), M. of Av., St. Giles Court, St. Giles High Street, W.C.2. Tel. No. MUSEum 3644, Ext. 474.

CLASS C

- (A) Servicing Instruction/Hunter/82  
Elevator Control Tubes: Cracking
- (B) Hunter Mks. 4, 6, 7, 8, 9, 10, 11, 12 aircraft.
- (C) A case has been reported of Elevator Control Tube A.209620 cracking longitudinally. It is considered that the following control circuit tubes should be checked to determine whether other items are affected. Mechanical tests show that this cracking does not affect the function of the control circuit, and may have been present over a long period.
- (D)1. Within 28 Days of receipt of this Instruction and thereafter at each subsequent Minor Servicing proceed as follows:-
  - (a) Remove all detachable spinefairings between hood and fin.
  - (b) Visually inspect, for signs of longitudinal cracking, the following control tubes made accessible by the removal of the spine fairings:-

<u>Part No.</u>	<u>Ref. No.</u>	<u>Circuit</u>	<u>Location</u>
A.209620	26FX/6201	Elevator, Aileron, Rudder	Frames 13-14 to Frames 17-18
A.180427	26FX/299	" " "	Frames 17-18 to Frames 23-24
A.199290 or A.169520 for Mk.4, 7, 8 and 11 aircraft	26FX/6339 26FX/300	" " "	Frames 23-24 to Frames 27-28
A.199291 or A.169521 for Mk.4, 7, 8 and 11 aircraft	26FX/6340 26FX/301	" " "	Frames 27-28 to Frames 32-33
A.199284	26FX/4113	Elevator and Rudder	Frames 32-33 to Frames 38-39
A.171699	26FX/306	" " "	Frames 38-39 to Frame 41
A.171700	26FX/325	" " "	Frame 41 to Frames 45-46

- (c) Where visual signs of longitudinal cracking are evident, without removing paint, the tube is to be rejected and returned to Hawker Siddeley Aviation Ltd., Hawker Blackburn Division, Kingston-upon-Thames for the attention of the Inspector-in-Charge A.I.D. enclosing a copy of Form 1022.

NOTE:

Before a new item is fitted as replacement it is to be checked, without removal of paint, for visual signs of longitudinal cracking.

SEE 52Aeb

- (d) In the front fuselage remove the elevator control tube A.243234 (26FX/10568) Mk.9 aircraft and A.166631 (26FX/276) Mk.4, 6, 7, 8, 10, 11, 12. This tube passes up through the tunnel behind the seat on single seat aircraft and between the seats on two seater aircraft.
- (e) Inspect the tube for longitudinal cracking without removing the paint. Where signs of longitudinal cracking are evident the tube is to be rejected and action taken as at Para. (D)1(c) above and the subsequent NOTE.

- 82c
- (f) In the fin, remove the two elevator control tubes A.171700 (26FX/325) Frames 45-46 to 48-49 and B.215730 (26FX/8184) Nil  
Frames 48-49 to 52-53.
  - (g) Inspect the tubes for longitudinal cracking without removing the paint. Where signs of longitudinal cracking are evident the tube is to be rejected and action taken as at Para. (D)1(c) above and the subsequent NOTE.

NOTE:

Special care is to be taken to ensure, where any tubes are removed either for inspection or replacement, that the fixing bolts are refitted in exactly the same position as previously fitted. Where an adjustable rod is rejected, the circuit is to be re-adjusted after replacement in accordance with the requirements of AP.4347 series Vol.1, Sect.4.

Estimated Man hours: 10 (inspection).

- (E) Record on appropriate Form and enter in the Supplementary Servicing Record Sheet of the Servicing Schedule.
- (F) Report all cases of cracked control tubes found on the initial check, by signal, to R.D.A. (Defects) copy to the R.T.O. Hawker Siddeley Aviation Ltd., Hawker Blackburn Division, Kingston-on-Thames. Raise F.1022 for all defects found at both initial and subsequent inspections.
- (G) Servicing Schedules will be amended.
- (H) This Instruction does not affect the operation or handling of the aircraft or equipment.

A. R. BUTLER  
R.D./Defects

11th February,

From: R.D.A. (Defects), M. of Av., St. Giles Court, St. Giles High Street  
W.C.2. Tel. No. MUSEum 3644, Ext. 474

Servicing Instruction/Hunter/82B.  
Elevator Control Tubes:Cracking

Owing to inaccessibility of the flying control tubes in the tunnel behind the pilots seat on Mk. 4, 6, 9, 10 and 11 and between the pilots seats on Mk. 7, 8 and 12 and in view of the fact that these tubes have been found to be free of inter-crystalline corrosion on the large number of aircraft inspected, S.I./Hunter/82 dated 8th September, 1964 is to be further amended as follows:-

(1). Para.(D)1(d) and (e). Delete the existing paragraphs and substitute:-

"(d) In the fuselage examine, as far as possible without removing from the aircraft or affecting the cockpit pressurisation, the three control tubes situated in the tunnel, behind the pilots seat on Mk. 4, 6, 9, 10 and 11 and between the pilots seats on Mk. 7, 8 and 12.

Tube Part Numbers are as follows:-

For Mk. 4, 6, 10 and 11: 2 tubes Part Number A.166631  
(Ref. 26FX/276)  
1 tube Part Number A.206734  
(Ref. 26FX/8488)

RT. 268644

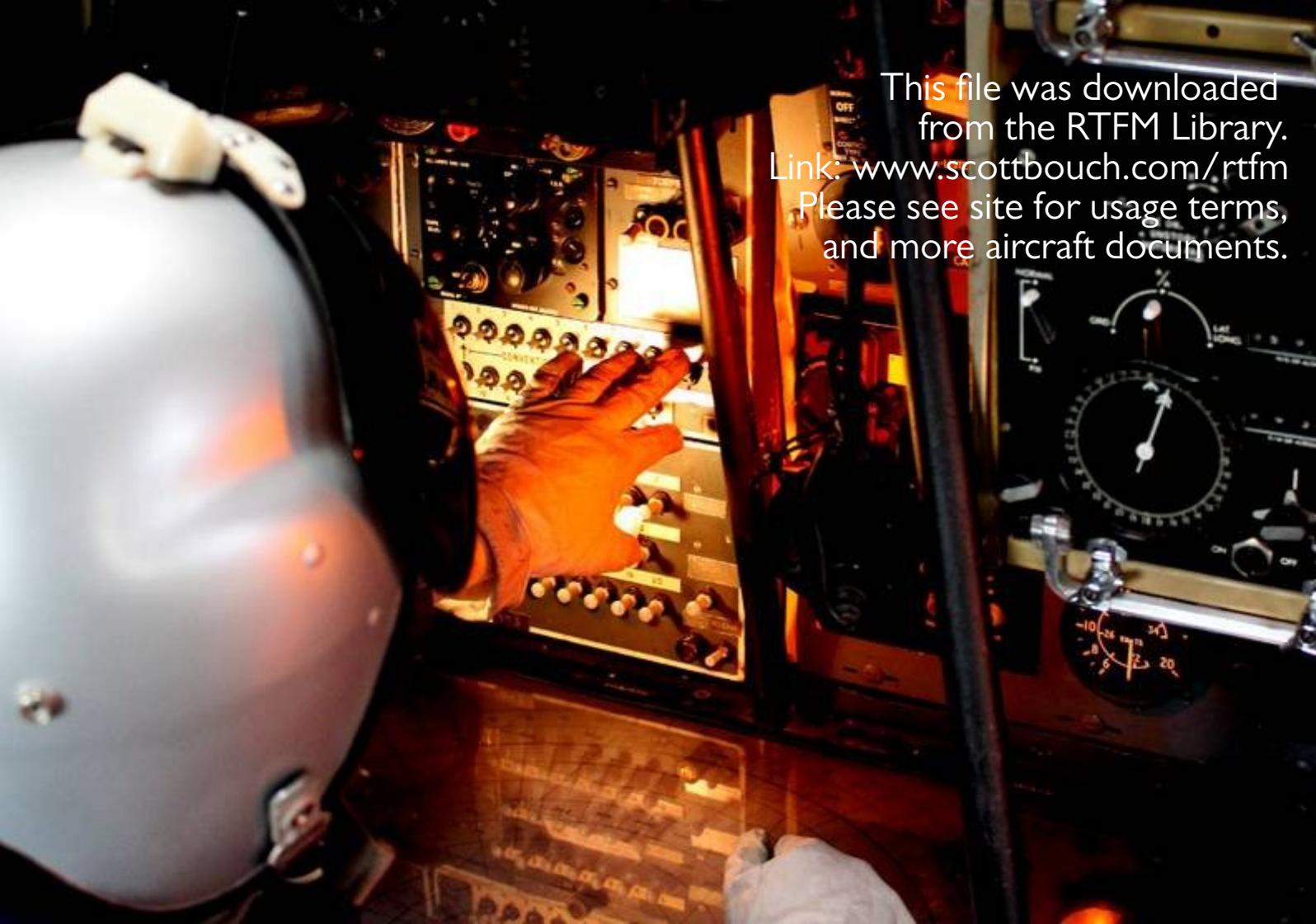
For Mk. 9: 1 tube Part Number A.206734 (Ref. 26FX/8488)  
1 tube Part Number A.243233 (Ref. 26FX/10569)  
1 tube Part Number B.243234 (Ref. 26FX/10568)

For Mk. 7, 8 and 12: 2 tubes Part Number A.166631  
(Ref. 26FX/276)  
1 tube Part Number A.217043  
(Ref. 26FX/NIV)

(e) Where the tubes show signs of longitudinal cracking they are to be removed and rejected and action taken as at Para (D)1(c) above and subsequent NOTE.

*A. R. Butler*

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R.D.A. (Defects)



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